portions 63 and 64 for engagement and is positioned, no shift in position of the net 7 made of PA is caused even when an injecting pressure of the PP material is applied to this net.--

REMARKS

Favorable reconsideration of this application, in light of the present amendment and the following discussion, is respectfully requested.

Claims 1, 3, 5-17, 19, and 20 are pending in this application, claims 1, 3, 5-17, 19, and 20 having been amended by the present amendment.

In the outstanding Office Action, claims 1, 3, 5, 12, 13, and 19 were rejected under 35 U.S.C. § 102(e) as being anticipated by *Nakashima et al.* (we believe that claim 18 should not have been included in this rejection since it was canceled in the Amendment filed on May 28, 2002), claims 6-11 were rejected under 35 U.S.C. § 103(a) as being unpatentable over *Nakashima et al.*, claims 14-17 were rejected under 35 U.S.C. § 103(a) as being unpatentable over *Nakashima et al.* in view of *Dominique et al.*, and claim 20 was rejected under 35 U.S.C. § 103(a) as being unpatentable over *Nakashima et al.* in view of *Matsumoto et al.*

Applicants have proposed drawing corrections to correct minor errors in FIGS. 1, 2, 6, 10, 12, 15, 16, 21, 22, 27, 29, 30, 33, 35, 36, 37, 39, 4142, 43, 44, 45, 47, and 51 and have amended the specification for clarity to correct minor typographical, grammatical, and/or idiomatic errors. Applicants respectfully submit that the proposed drawing corrections and the amendments to the specification do not add new matter.

Applicants respectfully traverse the rejection of claims 1, 3, 5, 12, 13, and 19 under 35 U.S.C. § 102(e) as being anticipated by *Nakashima et al.* Applicants respectfully submit that *Nakashima et al.* is not a proper 102(e) reference for the reasons as follow. More particularly, the Manual of Patent Examining Procedure (hereinafter "MPEP") section 1893.03(b), entitled The Filing Date of a U.S. National Stage Application, states as follows:

An international application designating the U.S. has two stages (international and national) with the filing date being the same in both stages. Often the date of entry into the national stage is confused with the filing date. It should be borne in mind that the filing date of the international stage application is also the filing date for the national stage application. Specifically, 35 U.S.C. 363 provides that

> An international application designating the United States shall have the effect, from its international filing date under Article 11 of the treaty, of a national application for patent regularly filed in the Patent and Trademark Office except as otherwise provided in section 102(e) of this title.

Similarly, PCT Article 11(3) provides that

> . . . an international filing date shall have the effect of a regular national application in each designated State as of the international filing date, which date shall be considered to be the actual filing date in each designated State.

37 CFR 1.496(a), first sentence, reads "International applications which have complied with the requirements of 35 U.S.C. 371(c) will be taken up for action based on the date on which such requirements were met." Thus, when the file wrapper label or PALM bib-data sheet is printed, the information is read from the PALM data base and the information printed in the filing date box is the date of entry into the national stage rather than the actual international filing date. See in the preceding section the sample National Stage Filing Under 35 U.S.C. 371 wherein the face of the file of national stage application number 07/XXX,XXX is shown with the date of entry into the national stage (11/08/91) shown in the FILING DATE box and the true U.S. filing date (01/10/90) is indicated just to the right of the international application number (PCT/EP90/XXXXX) in the CONTINUING DATA block.

Applicants are quite often confused as to the true filing date and will ask for corrected filing receipts thinking that the information thereon is wrong. This explanation should offer some clarity. For all legal purposes, the filing date is the PCT international filing date. The date of actual entry into the national stage is otherwise the date provided in the PALM system. Any issued patent will have all of the relevant dates listed.

Thus, Applicants respectfully submit that the filing date for the present application is the same as the international filing date of the PCT Application, namely, July 16, 1998 so that

Nakashima et al. (which was filed in the United States on February 23, 1999) cannot be used against the present application.

Applicants also respectfully submit that claims 3, 5-12, and 19 are either directly or indirectly dependent upon independent claim 1 so that arguments serving to patentably distinguish independent claim 1 from the prior art of record are available, among others, to patentably distinguish claims 3, 5-12, and 19. Applicants also respectfully submit that claim 15 is directly dependent upon independent claim 14 so that arguments serving to patentably distinguish independent claim 14 from the prior art of record are available, among others, to patentably distinguish claim 15. Applicants also respectfully submit that claim 17 is directly dependent upon independent claim 16 so that arguments serving to patentably distinguish independent claim 16 from the prior art of record are available, among others, to patentably distinguish claim 17. Based on the foregoing, Applicants respectfully request withdrawal of the rejection of the claims under 35 U.S.C. §§ 102(e) and 103(a), withdrawal of the finality of the rejections, and allowance of claims 1, 3, 5-17, 19, and 20.

In view of the present amendment, amended claims 1, 3, 5-17, 19, and 20 are believed to be in condition for allowance, and an early and favorable action to that effect is respectfully requested.

Respectfully submitted,

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IN THE SPECIFICATION:

Please amend the specification, as follows:

Page 2, lines 16-19, please amend the paragraph, as follows:

[The] An embodiment of the present invention [described in claim 1] is a panel for an airbag of an automobile formed by integrally two-color molding a cover body made of a soft synthetic resin with a main body made of another hard synthetic resin, the panel comprising:

Page 3, line 13 through page 4, line 5, please amend the paragraphs, as follows:

[As] With respect to the above-described embodiment of the present invention, it is preferable that the synthetic resin of the main body is a hard synthetic resin and the synthetic resin of the cover body is a soft one. Thereby, a rupturing operation of the cover body in swelling-out of the airbag can be smoothly performed by the soft synthetic resin, and the main body such as the instrument panel can maintain an excellent rigidity by the hard synthetic resin.

As a particular means for improving joining strength of both the members in the overlapping portion, for example, it is preferable that a concavo-convex portion having a serrate shape or a downward convex shape is formed on a lower face of the main body in the overlapping portion as in an embodiment of the present invention[described in claim 3]. This constitution utilizes a so-called anchor effect yielded from biting a part of the synthetic

resin of the cover body into a concave portion of the concavo-convex portion of the main body at a molding time of the cover body. The joining strength of both the members is improved by this anchor effect.

Page 4, line 24 through page 5, line 5, please amend the paragraph, as follows:

Further, as in an embodiment of the present invention[described in claim 5], it is preferable that a surface of a periphery of the cover body has a step portion backing to a rear surface of the cover body and facing to the edge of the opening portion of the main body, thereby, a groove portion having a closed curve shape is formed in a boundary portion of an end portion of the opening portion of the main body in the cover body, and a thin wall portion which ruptures and a non-thin wall portion which does not rupture at operating time of the airbag are formed along the groove portion in the cover body in a single line shape or a shape of plural continuous lines.

Page 6, lines 4-24, please amend the paragraphs, as follows:

For example, a combination of the shape of the line forming the thin wall portion and the shape of the line forming the non-thin wall portion so as to set the non-thin wall portion to the rotating central axis of the opening movement of the opening portion of the cover body as mentioned above is constructed as will be described [in claims 6 to 11 mentioned] with respect to a particular embodiment of the present invention in more detail below.

For example, as in an embodiment of the present invention[described in claim 6], the non-thin wall portion is formed into a shape of one transversal line on an upper or lower side of the cover body, and the thin wall portion is formed in a U-shape (a quadrilateral shape with one side opened) along a groove portion in three directions except for the line forming the non-thin wall portion (see Fig. 2). Thus, a cover portion having the quadrilateral shape with

one side opened is easily opened with the non-thin wall portion of the line shape as a rotating center.

Further, as in an embodiment of the present invention[described in claim 7], the non-thin wall portion is formed into a shape of one transversal line on an upper or lower side of the cover body and the thin wall portion is formed along an entire periphery of the groove portion such that a line forming the non-thin wall portion is included in an inner side (see Fig. 9).

Page 7, lines 15-24, please amend the paragraph, as follows:

As in an embodiment of the present invention[described in claim 8], the non-thin wall portion can be formed into a shape of one transversal line on each of upper and lower sides of the cover body, and the thin wall portion can be formed into a shape of one longitudinal line on each of left-hand and right-hand sides of the cover body. A second thin wall portion which is not formed along a groove portion is formed into a shape of one transversal line in a central portion of the cover body. The entire of the first and second thin wall portions can be formed in an H-shape (see Fig. 10).

Page 8, line 2 through page 9, line 25, please amend the paragraphs, as follows:

As in an embodiment of the present invention[described in claim 9], the non-thin wall portion is formed into a shape of one transversal line on each of upper and lower sides of the cover body, and the thin wall portion can be formed along an entire periphery of a groove portion such that a line forming the non-thin wall portion is included in an inner side. Further, a second thin wall portion which is not formed along the groove portion is formed into a shape of one transversal line in a central portion of the cover body. The entire of the first and second thin wall portions can be formed in a shape in which two quadrilaterals are lined up (see Fig. 14).

As a result, effects similar to those in one of the embodiments of the present invention described [in claim 7] above can be obtained. Further, since the second thin wall portion formed at the center of the cover is ruptured, resistance to swelling-out of the airbag is further reduced. In this case, as described later, it is preferable that the cover body is connected to the airbag case through the rib. Thus, the cover can be prevented from scattering when the airbag is operated.

Further, as in an embodiment of the present invention[described in claim 10], the non-thin wall portion can be formed into a shape of one longitudinal line on each of left-hand and right-hand sides of the cover body, and the thin wall portion can be formed into a shape of one transversal line on each of upper and lower sides of the cover body. A second thin wall portion which is not formed along a groove portion is formed into a shape of one longitudinal line in a central portion of the cover. The entire of the first and second thin wall portions can be formed in an H-shape (see Fig. 15).

As a result, operating effects similar to those in one of the embodiments of the present invention described [in claim 8] above can be obtained.

Further, as described [in claim 11] with respect to an embodiment of the present invention, the non-thin wall portion can be formed into a shape of one longitudinal line on each of left-hand and right-hand sides of the cover body, and the thin wall portion can be formed along an entire periphery of a groove portion such that a line forming the non-thin portion is included with an inner side. Further, a second thin wall portion is not formed along the groove portion but is formed into a shape of one longitudinal line in a central portion of the cover body. The entire of the first and second thin wall portions can be formed in a shape in which two quadrilaterals are lined up (see Fig. 17).

As a result, operating effects similar to those in one of the embodiments of the present invention described [in claim 7] above can be obtained. In this case, as described later, it is also preferable that a rib for a connection with the airbag case is arranged in the cover body.

Namely, as described [in claim 12] with respect to an embodiment of the present invention, it is preferable that the rib is projected in the non-thin wall portion and connected to the airbag case through a connecting member.

Page 10, lines 8-12, please amend the paragraph, as follows:

Next, [the] an embodiment of the present invention[described in claim 13] is a panel for an air bag of an automobile formed by integrally molding a cover body made of a synthetic resin with a main body made of another synthetic resin, the panel comprising:

a joint portion joined with the cover body provided around an opening portion formed in the main body, wherein the joint portion constitutes an overlapping portion in which an outer peripheral edge of the cover body is overlapped as being arranged on the inner side of an opening edge of the main body, and the opening edge of the opening portion of the main body is mechanically connected to an outer peripheral edge of the cover body. This mechanical connection, for example, can be achieved by means of caulking and a fitting portion.--

Page 10, lines 21-22, please amend the paragraph, as follows:

Next, an embodiment of the present invention[described in claim 14] resides in a panel for an airbag including:

Page 11, lines 16-19, please amend the paragraph, as follows:

Further, as in an embodiment of the present invention[described in claim 15], it is preferable that the deformation restricting portion is constituted of a convex strip having an angular cross section or a concave groove.

Page 12, lines 1-2, please amend the paragraph, as follows:

Further, an embodiment of the present invention[described in claim 16] resides in a panel for an airbag including:

Page 12, line 26 through page 13, line 3, please amend the paragraph, as follows:

Further, as in an embodiment of the present invention[described in claim 17], it is preferable that the deformation restricting portion is a convex strip having an angular cross section or a concave groove.

Page 13, lines 10-14, please amend the paragraph, as follows:

Next, an embodiment of the present invention[described in claim 18] resides in a panel for an airbag of an automobile formed by integrally molding a cover body made of a synthetic resin with a main body made of another synthetic resin and providing a thin wall portion which ruptures when the airbag is operated:

Page 14, line 12-19, please amend the paragraph, as follows:

Further, as in an embodiment of the present invention[described in claim 19], it is preferable that a rib is projected in the cover body on the rear face of a portion in which no thin wall portion is formed. It is also preferable that a connecting member made of a metal and extending from a side of the main body is connected to the rib, and a projection is formed on a surface of this connecting member and is bitten into a surface of the rib when the connecting member is connected to the rib.

Page 15, lines 5-9, please amend the paragraph, as follows:

Namely, as in an embodiment of the present invention[described in claim 20], there is a method for producing a panel for an airbag of an automobile formed by integrally molding a cover body made of a synthetic resin with a main body made of another synthetic resin, the method comprising:

Page 18, lines 22-24, please amend the paragraph, as follows:

Fig. 1 is a cross-sectional view of a panel for an airbag according to Embodiment 1 [(a sectional view] taken along a line [X1-X1] 1/6-1/6 of Fig. 2[)].

Page 19, lines 9-11, please amend the paragraph, as follows:

Fig. 6 is a cross-sectional view of a panel for an airbag according to Embodiment 2 [(a sectional view] taken along a line [X1-X1] 1/6-1/6 of Fig. 2[)].

Page 19, lines 21-22, please amend the paragraph, as follows:

Fig. 11 is a cross-sectional view taken along a line [X2-X2] 11-11 of Fig. 10.

Page 19, lines 25-26, please amend the paragraph, as follows:

Fig. 13 is a cross-sectional view taken along a line [X3-X3] 13-13 of Fig. 12.

Page 20, line 5-6, please amend the paragraph, as follows:

Fig. 16 is a cross-sectional view taken along a line [Y1-Y1] 16-16 of Fig. 15.

Page 20, line 20 through page 21, line 3, please amend the paragraphs, as follows:

Fig. 22 is a cross-sectional view taken along a line [X4-X4] 22-22 of Fig. 21.

Fig. 23 is a cross-sectional view of a mold in molding the panel for an airbag according to Embodiment 16.

Fig. 24 is a cross-sectional view of a mold in molding a cover body according to Embodiment 16.

Fig. 25 is a cross-sectional view of the periphery of a cover body according to Embodiment 17.

Fig. 26 is a cross-sectional view of the periphery of a cover body according to Embodiment 18.

Page 21, lines 6-17, please amend the paragraphs, as follows:

Fig. 28 is a cross-sectional view taken along a line [X5-X5] 28-28 of Fig. 27.

Fig. 29 is a cross-sectional view of a mold in molding a cover body according to Embodiment 20.

Fig. 30 is a cross-sectional view of a mold in molding the panel for an airbag according to Embodiment 20.

Fig. 31 is a cross-sectional view of a substantial part of the mold in molding the panel for an airbag according to Embodiment 20.

Fig. 32 is a cross-sectional view of a substantial part of the mold in molding the panel for an airbag according to Embodiment 20.

Page 21, line 20 through page 22, line 5, please amend the paragraphs, as follows:

Fig. 34 is a cross-sectional view taken along a line [X6-X6] 34-34 of Fig. 33.

Fig. 35 is a cross-sectional view of a mold in molding the panel for an airbag according to Embodiment 22.

Fig. 36 is a cross-sectional view of a mold in molding a cover body according to Embodiment 22.

Fig. 37 is a cross-sectional view of a substantial part of the mold in molding the panel for an airbag according to Embodiment 22.

Fig. 38 is a cross-sectional view of a substantial part of a mold in molding a panel for an airbag according to Embodiment 23.

Page 22, lines 8-11, please amend the paragraphs, as follows:

Fig. 40 is a cross-sectional view taken along a line [X7-X7] 40-40 of Fig. 39.

Fig. 41 is a cross-sectional view of a mold in molding the panel for an airbag according to Embodiment 25.

Page 22, lines 14-15, please amend the paragraph, as follows:

Fig. 43 is a cross-sectional view taken along a line [X8-X8] 43-43 of Fig. 42.

Page 22, lines 20-21, please amend the paragraph, as follows:

Fig. 46 is a cross-sectional view taken along a line [V-V] 46-46 of Fig. 45.

Page 22, lines 24-25, please amend the paragraph, as follows:

Fig. 48 is a cross-sectional view taken along a line [VII-VII] 48-48 of Fig. 47.

Page 24, lines 2-6, please amend the paragraph, as follows:

As shown in Fig. 1, a surface of a periphery of the cover body 20 has a step portion 210 backing to a rear surface of the cover body 20 and facing to the edge 120 of the opening portion 12 in the main body 10. Thereby, a groove portion 21 having a closed curve shape is formed in a boundary portion of the opening portion 12 of the main body 10 in the cover body 20. A thin wall portion 23 is formed in the cover body 20 along a groove portion 21 and is ruptured at an operating time of the airbag 81. [As shown by] Along a line S1 of Fig. 2 (represented by dashes), [a connecting shape of] the thin wall portion 23 is [a] formed to have an approximate quadrilateral shape with one side opened (i.e., the side represented by line R1 which is shown by the dot-and-dash configuration and which will be explained in more detail below).

Page 25, lines 15-26, please amend the paragraph, as follows:

Further, in this example, as shown in Figs. 3A to 3C, a projecting portion 351 of the width W is continuously formed in the opposite mold 35 along a boundary portion of both the

cavity portions 41 and 45. Further, a continuous projecting portion 311 is formed along a line S1 (represented by the dashes shown in Fig. 2) in a predetermined end portion of a fixing mold 31. As a result, as shown in Figs. 4 and 5, a groove portion 21 of the width W formed in the shape of a closed curve is formed in a boundary portion of the cover body 20 and the main body 10. The thin wall portion 23, ruptured when the airbag 81 operates, and a non-thin wall portion 24, not ruptured when the airbag 81 operates, are formed into shapes of continuous lines S1 and R1 (as represented by dashes and dot-and-dashes, respectively, in Fig. 2) along the groove portion 21.

Page 26, lines 15-23, please amend the paragraph, as follows:

The non-thin wall portion 24 is formed [into a shape of one transversal] along a transverse line on an upper side of the cover body 20. The thin wall portion 23 (thickness T) is formed into a quadrilateral shape with one side opened along the groove portion 21 in three directions except for the line R1 (see dots-and-dashes in Fig. 2) forming the non-thin wall portion 24 as indicated by the line S1 (see dashes in Fig. 2). Therefore, a cover portion ruptured in the opening shape on one side of the quadrilateral is easily opened with the linear non-thin wall portion 24 as a rotating center.

Page 27, lines 7-11, please amend paragraph, as follows:

Namely, the rib 25 projected onto a rear side of the cover body 20 is supported by a metallic retainer 251 having a bead B for preventing falling-out on its surface. This rib 25 is fixed to a bracket 811 of the airbag case 82 with a bolt 252 and a nut 253.

Page 27, lines 18-25, please amend the paragraph, as follows:

The panel 1 for the airbag in this embodiment is reinforced by the rib 25. A root portion C of the non-thin wall portion 24 having the rib 25 becomes a rotating center of an opening movement of the cover body 20 at its opening time. Namely, when the thin wall

portion 23 is ruptured, a ruptured portion formed into a quadrilateral shape with one side opened of the cover body 20 is rotated and opened with a root portion C (Fig. 6) of the rib 25 as a rotating center.

Page 28, line 23 through page 29, line 12, please amend the paragraphs, as follows:

In this embodiment, the non-thin wall portion 24 is formed [into a shape of one transversal] along a transverse line on an upper side of the cover body 20 in Embodiments 2 and 3. Further, as shown in Fig. 9, the thin wall portion 23 is formed along the entire periphery of the groove portion 21 as shown by a closed curve S2 (represented by dashes) such that a line R1 (represented by dot-and-dashes) forming the non-thin wall portion 24 is included in an inner side.

The thin wall portion 23 is formed in a shape of the closed curve S2 (represented by dashes), but no cover body 20 is connected to the airbag case 82 through the rib 25. Accordingly, when the thin wall portion 23 formed on the closed curve S2 (represented by dashes) is entirely ruptured throughout the entire periphery and is separated from the main body 10, the cover body 20 is neither separated nor scattered when the airbag is operated.

Page 29, line 25 through page 30, line 16, please amend the paragraphs, as follows:

In this embodiment, as shown in Figs. 10 and 11, the non-thin wall portion 24 having the rib 25 in Embodiment 2 is formed [in the shapes of transversal one] along transverse lines R1 and R2 (represented by dots-and-dashes) on upper and lower sides of the cover body 20, respectively. As shown in Fig. 10, the thin wall portion 23 is formed [in the shapes of] longitudinal [one] lines S31 and S32 (represented by dashes) on the left-hand and the right-hand sides of the cover body 20, respectively. Further, a second thin wall portion 26 (Fig. 11) which is not formed along the groove portion 21 is formed [in the shape of a transversal one]

along transverse line S33 (represented by dashes) in a central portion of the cover body 20. The first and second thin wall portions 23 and 26 are entirely formed in an H-shape.

In this embodiment, the central second thin wall portion 26 is ruptured when the airbag is operated. An opening portion of the cover body 20 is easily opened on the left-hand and the right-hand sides in Fig. 11 with the non-thin wall portion 24 [of the transversal one] formed along the transverse lines R1 and R2 (represented by dot-and-dashes) acting as a rotating center.

Page 31, line 18 through page 32, line 2, please amend the paragraphs, as follows:

In this embodiment, as shown in Fig. 14, the thin wall portion 23 is formed [on transversal one] along transverse lines S34 and S35 (represented by dashes) on upper and lower sides of the cover body 20 in Embodiment 5. The first and second thin wall portions 23 and 26 are entirely formed in a shape in which two quadrilaterals are lined up.

In this embodiment, the thin wall portion 23 formed on a closed curve (see longitudinal lines S31 and S32 and transverse lines S33, S34, and S35 all represented by dashes) is entirely ruptured throughout the entire periphery so that the cover body 20 is separated from the main body 10 at the operating time of the airbag.

Page 32, lines 12-22, please amend the paragraph, as follows:

In this embodiment, as shown in Figs. 15 and 16, the non-thin wall portion 24 in Embodiment 2 is formed [in the shapes of] along longitudinal [one line] lines R3 and R4 (represented by dot-and-dashes) on the left-hand and the right-hand sides of the cover body 20, respectively. The thin wall portion 23 is formed [in the shapes of transversal one] along transverse lines S34 and S35 (represented by dashes) on upper and lower sides of the cover body 20, respectively. Further, a second thin wall portion 26 which is not formed along the groove portion 21 is formed [in the shape of a] along longitudinal [one] line S36 (represented

by dashes) in a central portion of the cover body 20. The first and second thin wall portions 23 and 26 are entirely formed in an H-shape.

Page 34, lines 5-10, please amend the paragraph, as follows:

In this embodiment, as shown in Fig. 17, the thin wall portion 23 is formed [on] along longitudinal [one] lines S31 and S32 (represented by dashes) on the right-hand and the left-hand sides of the cover body 20 in Embodiment 9. The first and second thin wall portions 23 and 26 are entirely formed in a shape in which two quadrilaterals are lined up.

Page 35, lines 3-4, please amend the paragraph, as follows:

This concavo-convex portion 159 is formed in a non-thin wall portion 24 as well as in the thin wall portion 23.

Page 35, line 10, please amend the paragraph, as follows:

The thin wall portion [t] 23 has 0.8 mm in thickness.

Page 36, lines 17-20, please amend the paragraph, as follows:

In this embodiment, the melt-bonded portion 157 is formed by joining both the [members] main body 10 and the cover body 20 by the high frequency induction heating or the vibrational melt-bonding. Therefore, joining strength of both the members is improved.

Page 37, line 14 through page 39, line 14, please amend the paragraphs, as follows:

In Fig. 22, an outer peripheral edge 205 of the cover body 20 is bent along the lower face of an opening edge 105 of the opening portion 12 of the main body 10, and is caulked and fixed by bosses 14 projected on this lower face. Namely, as shown in Fig. 21, many bosses 14 are spaced from each other on the lower face of the opening edge 105 of the main body 10 and are formed in a peripheral shape. These bosses 14 [downward] extend downwardly through the outer peripheral edge 205 of the cover body 20, and their end tips are

crushed by heat so that a caulking state is formed. Thus, the cover body 20 is tightly connected to the main body 10.

An outer peripheral surface of the cover body 20 [is stepwise lowered in its entire periphery] has a step portion with an upper surface lower than an upper surface of the main portion of the cover body 20 so that a groove portion 21 is formed in a concave shape between this outer peripheral surface and an opening peripheral face of the opening portion 12. A rib 25 is formed on a rear face of the cover body 20 on its front side (a left-hand side of the cover body 20 in Fig. 22). This rib 25 is formed in the shape of a straight line along this rear face of the cover body 20 and is projected slantingly forward. This rib 25 is covered with a metallic retainer 251. The rib 25 is connected to a bracket 811 located behind the cover body 20 by a bolt 252 and a nut 253. An airbag case 82 storing an airbag 81 therein is fixed by the bolt 252 and the nut 253 to an insert material 13 of the main body 10 with the bracket 812.

The rear face of the cover body 20 along its three sides except for the front side is deeply recessed towards the surface, and a thin wall portion 23 to be ruptured when the airbag 81 inflates is formed between this rear face and the groove portion 21 having a concave shape. Accordingly, when the airbag 81 inflates, the thin wall portion 23 (represented by dashes Fig. 21) on the three sides of the cover body 20 is ruptured so that the cover body 20 is opened into a cabin (on an upper side in Fig. 2) with a portion near a root of the rib 25 as a hinge center and the airbag 81 [is swollen] swells out of the opening portion 12 at the time of operation of the airbag 81.

Such a panel 1 for the airbag 81 is produced by two-color molding explained below. Namely, in Fig. 23, a convex strip 52 having the same shape as the groove portion 21 having the concave shape is formed in a slide type opposite mold 51 within an upper mold 5 in an

outer periphery of its molding face. An end face of a slide core 61 within a lower mold 6 comes in press contact with an end face of this convex strip 52, and a cover body molding cavity C1 and a main body molding cavity C2 outside this cavity C1 are separated from each other. Further, many columnar concave portions 62 are spaced from each other in a peripheral shape on an end face of the slide core 61 and extend to the interior of the slide core 61 at a constant depth. These concave portions 62 are communicated with the main body molding cavity C2. A PP material is injected into such a main body molding cavity C2 so that the main body 10 is molded. At this time, the PP material is simultaneously supplied into each of the concave portions 62 so that the above-mentioned bosses 14 are molded.

Page 44, line 16 through page 45, line 7, please amend the paragraph, as follows:

Such a panel 1 for the airbag is produced by two-color molding explained below. Namely, in Fig. 29, a convex strip 52 having the same shape as the concave groove portion 22 is formed in a slide type opposite mold 51 within an upper mold 5 in its molding face outer periphery. An end face of a slide core 61 within a lower mold 6 comes in press contact with an end face of this convex strip 52, and a cover body molding cavity C1 and a main body molding cavity C2 outside this cover body molding cavity C1 are separated from each other. A convex strip [62] 65 having an angular cross section and a concave groove 63 having an angular cross section and continuously connected to this convex strip [62] 65 are formed on a molding face of the lower mold 6 along an inner side of the slide core 61. A TPO material is injected into this cover body molding cavity C1 so that the cover body 20 is molded. The concave groove 222 (Fig. 28) is molded by the convex strip [62] 65 on the rear face of the cover body 20. Further, a convex strip 225 (Fig. 28) is molded by the concave groove 63.

Page 45, line 21 through page 46, line 22, please amend the paragraph, as follows:

As shown in Figs. 31 and 32, a large injecting pressure is applied to the cover body 20 in the semisolid state as the PP material flows into the clearance cavity C3 (an arrow in each of these figures). When soft TPO is particularly used as a material of the cover body 20 as in this embodiment, each portion of the outer peripheral edge of the cover body 20 is retreated and deformed according to the applied pressure as shown by a chain line in each of Figs. 31 and 32 so that the outer peripheral edge of the cover body 20 is shifted from its predetermined shape, resulting in disadvantages of wavy shape. Here, in this embodiment, as already described, the convex strip [62] 65 and the concave groove 63 are formed on the molding face of the lower mold 6. Therefore, the concave groove 222 and the convex strip 225 as a deformation restricting portion are formed by the convex strip [62] 65 and the concave groove 63 on the rear face (a lower face in Figs. 31 and 32) of the cover body 20 in the semisolid state. The concave groove 222 and the convex strip 225 are respectively engaged with the convex strip [62] 65 and the concave groove 63 and prevent the retreating deformation of the outer peripheral edge of the cover body 20 against the injecting pressure. Thus, a wavy deforming phenomenon of the outer peripheral edge of the cover body 20 is effectively dissolved. The concave groove 222 is the deformation restricting portion for restricting the deformation of the outer peripheral edge of the cover body 20, and also has a function for forming the thin wall portion 23 which ruptures at the inflating time of the airbag at the outer peripheral edge of the cover body 20.

Page 47, line 6 through page 48, line 4, please amend the paragraph, as follows:

For example, a denatured PPE can be used in addition to the PP as a material of the main body 10 in combination with the PPE/PA alloy of the cover body 20. Further, for example, a PC(polycarbonate)/ABS [

](acrylonitrile butadiene styrene) alloy and the like can be used as the material of the main body 10 in combination with the PS elastomer.

The cross sectional shapes of the concave groove 222 and the convex strip 225, and the convex strip [62] 65 and the concave groove 63 are not necessarily limited to the angular shape as shown in Embodiment 20, but may be set to a cross sectional shape having a face engaged with a mold face and preventing the retreating deformation of the outer peripheral edge of the airbag cover. However, in this case, the cross sectional shape of the concave groove 222 (i.e., the convex strip [62] 65) is required to be formed into a shape such that the thin wall portion 23 is formed. Further, it is not necessary that the concave groove 222 and the convex strip 225 are continuously formed on the rear face of the cover body 20 at its outer peripheral edge. The concave groove 222 and the convex strip 225 may be separately spaced from each other. For example, effects of the deformation restriction can be also obtained when a concave groove engaged with the convex strip formed on the mold face and having the same sectional shape as the concave groove 222 is formed instead of the convex strip 225.

Page 50, lines 2-16, please amend the paragraph, as follows:

Such a panel 1 for the airbag is produced by two-color molding explained below. Namely, in Fig. 35, a convex strip 52 having the same shape as the groove portion 21 having the concave shape is formed in a slide type opposite mold 51 within an upper mold 5 in an outer periphery of its molding face. An end face of a slide core 61 within a lower mold 6 comes in press contact with an end face of this convex strip 52, and a cover body molding cavity C1 and a main body molding cavity C2 outside this cavity C1 are separated from each other. A convex strip [62] 65 having a rectangular cross section and a predetermined height is formed on a molding face of the lower mold 6 so as to surround the exterior of the slide core 61. This convex strip [62] 65 is projected into the main body molding cavity C2. A

hard synthetic resin material is injected into such a main body molding cavity C2 so that the main body 10 is molded.

Page 51, lines 4-24, please amend the paragraph, as follows:

As shown in Fig. 37, as the elastomer material flows into the clearance cavity C3 (an arrow in Fig. 37), a large injecting pressure is applied to the main body 10 in the semisolid state and each portion of the peripheral edge of the opening portion 12 of the main body 10 is retreated and deformed according to the applied pressure as shown by a chain line in Fig. 37. Thus, as described in the conventional problems, the peripheral edge of the opening portion 12 is shifted from its predetermined shape, resulting in a wavy shape. Here, in this embodiment, as already described, the convex strip [62] 65 having a predetermined height is formed on a molding face of the lower mold 6. Therefore, the above-mentioned concave groove 114 as a deformation restricting portion is formed by this convex strip [62] 65 on the rear face (a lower face in Fig. 37) of the main body 10 in the semisolid state. A side face 114a of the concave groove 114 is engaged with a side face [62a] 65a of the convex strip [62] 65 and prevents the retreating deformation of the main body 10 at the peripheral edge of the opening portion 12 against the injecting pressure. As a result, a wavy deforming phenomenon of the opening portion 12 at its peripheral edge is effectively dissolved.

Page 54, line 20 through page 55, line 20, please amend the paragraphs, as follows:

Such a panel 1 for the airbag is produced by one-color insert molding explained below. Namely, in Fig. 41, a convex strip 52 for forming the groove portion 22 having the concave shape is formed in a slide type opposite mold 51 within an upper mold 5 in an outer periphery of its molding face. In contrast to this, a convex strip [61] 66 for forming the thin wall portion 23 and a columnar concave portion 62 for forming the rib 25 are formed on a molding face of a lower mold 6. A continuous molding cavity C1 for integrally molding the

main body 10 and the cover body 20 is formed between the upper mold 5 and the lower mold 6.

The net 7 made of PA is arranged on a molding face of the lower mold 6 from one side face of the columnar concave portion 62 to one side face of the convex strip [61] 66. In this net 7 made of PA, an engaging piece 71 formed in a required position of an outer peripheral edge of this net is inserted into concave portions 63, 64 for engagement formed on the molding face of the lower mold 6 and is positioned. A PP material is injected into such a molding cavity C1 so that the main body 10 and the cover body 20 are integrally molded and the net 7 made of PA is joined onto the rear face of the cover body 20. At this time, the PP material also enters each of the small holes of the net 7 made of PA and is strongly joined with the cover body 20. Further, since the engaging piece 71 is inserted into the concave portions 63 and 64 for engagement and is positioned, no shift in position of the net 7 made of PA is caused even when an injecting pressure of the PP material is applied to this net.